THE JULY MAGAZINES.

"Harper's,"

From Turner Brothers & Co., and Claxton, Remsen & Haffelfinger, we have received the July number of Harper's Magazine, which has the following table of contents:- "Early Aeronautics," Jacob Abbott. With eleven illustrations. "Border Reminiscences," R. B. Marcy, With six illustrations, "Making Watches by Machinery," A. D. Richardson. With twenty illustrations. "The Birds of Paradiso," Alfred R. Wallace. With eight illustrations. "A Night at Sea," J. W. De Forest, "Giants and Dwarfs," W. A. Seaver. "Grant on the Buttle-field, Eugene Lawrence, "A Street Arab," N. G. Shepherd. With an illustration. "A Brave Lady," by the author of "John Halifax, Gentleman." With two illustrations, "The Lover's Interdict," Alice Cary. "Notes for Travellers in Europe, Lyman Abbott. "My Enemy's Daughter," by Justin M'Carthy. With an illustration. "Fishing in Mists," Sarah E. Chester. "The Button-hole Bouquet," Jane Splatters, "Squire Suffolk's Subscription," Mary N. Prescott. "Mother and Child," Alice Cary, "Editor's Easy Chair," "Editor's Book Table," "Editor's Record of Current Events," "Editor's Dr., wer." With twelve illustrations,

The "Easy Chair" always has something good and sensible, and we commend the following to those who are agitating the questions of women's work and wages:-

There was recently in Boston a meeting of working-women to consult upon their condition. The persons who spoke told a very simple tale of labor and suffering from their own expe rience, and a very pitiful tale it was to read. It reminded you of that picture in which John Leech represents a skeleton figure of Death sewing shirts, in illustration of the slop-shops of

Perhaps, however, the sequel of the revela-tion made at the meeting is still more painful. One of the newspapers, which was unwilling to believe the stories as they were told, added the remarkable statement that, if there were so many women so sorely pressed to live by the needle, there were plenty of places where would be thankfully employed as domestic ser-vants at good wages. This is probably true, and yet they will not go. The one thing which they cannot bear is what is technically called service. What a change from the time when country girls came to town and, without self-respect, did all the household work of fami-Thope I can do better than slave in a kitchen," is the instluctive and indignant reply to a remote suggestion of this kind.

But can a thing that ought to be done be more than well done, and if well done ought not the respect for it be as pure in kind as for the doing of any other necessary thing, although it may be less in degree? Lois and Jerusha leave home to earn an honest living. Lois is quick, handy, full of tact and taste, and she is presently a milliner in high repute. It was her neal equipage that you passed in the Central Park yesterday afternoon. Jerusha is slow and heavy, and she is after a dozen years the same honest chambermaid she was at first. We all acknowledge the superior gifts of Lois. But unless labor be in itself disgraceful, we ought not to feel that Jerusha is stigmatized by the kind of work to which she is devoted. The labor being necessary is honorable, is it not, oh, good American Then there can be no dishonor in engaging in necessary labor, can there?

Look at the case of the Boston workwomen. An employer says to them, let us suppose, "Here are a dollar a week, a garret, cold, and starvation for sewing shirts." Another employer ays, 'Here are a home, plenty of food and fire and eight dollars a month for chamber-work.' Brains, if you please, do not much enter into the et there is a recoil as of insult and injury from the last, and a bitter acceptance of the first. If the reason of this recoil be what is called pride, is it an honorable pride? Jane oes into a cotton-mill. Jemima into a kitchen. May Jane, for that reason, take airs and feel that she is the lady, while poor Jemima is a menial? And menial is not originally a word of discredit or humiliation. It means merely family or household; and servite is only the quality of serving; and we Christians, you remember, do not speak ill or think ill of serving

"Ah, indeed, Mr. Easy Chair!" exclaims a very lively young person who has just dropped "And how would you like to be a waiter at Delmonico's?"

Well, my young friend, the Easy Chair would not prefer that profession, because there are natural tastes and choice. One man would be a musician, another a carpenter, another a printer, another an author, another a barber, and another a waiter. But, obliged to make an honest living, if the methods which it preferred were impracticable for it. it would lay a cover and flirt a napkin without the least sense of disrace. And if the alternative were to run abomnable errands at starving rates, or to wait at fair wages, which would my young friend prefer for himself? This last is the Boston alternative, as I understand it? The "pride" of the poor women, it appears, or it is assumed, prefers the starving wages for shirt-making with a "gentleman friend" to the household service.

Now it is clearly not the labor which decides, but it is another kind of consideration. It is the feeling that to do the one is to be more of a lady than to do the other. More of a lady? Why, good woman, what is a lady? If she could answer she would say to dress finely and do nothing. Yes, and for that theory which poisons and ruins this poor life of hers-how many of these poor lives, indeed!-we, that is, society must bear the responsibility. It is not the poor women and their pride that are to be blamed: it is we and our folly, that make the public opinion to which they sacrifice every thing that is most precious and sacred, who are the real sinners. low when the Biddy question has become so important, it is perhaps worth while to think of this a little. Suppose, dear Madame, that we should begin a reformation in the parlor, and free our minds of the feeling with which do-mestic service is usually regarded, by being humane and courteous masters and mistresses.

If some good angel should smile some morning from the roof of the magnificent Park Bank to expect it of the worthy stone angels who pernamently reside upon the facade-and announce that he would straightway introduce a race of neat-handed Phillises, and artists not less skilled than Monsieur Blot, would we not gratefully build him a statue in the Central Park? But I we doubt and despair of angels, why not culti-vate an opinion that domestic service is not to be contemned by women, and by removing such tigma as may now rest upon it, persuade these hapless women of whom we were speaking that it is quite as honorable and ladylike, quite as harmonious with the truest "pride," to serve in a household as to sew in a shop, or starve in a garret, or flaunt in a gay dress at the theatre with a "gentleman friend?" It is among us who sit in the parlor that the real feeling in regard to the kitchen takes its rise, and that dirty fountain must be purified at its source or not at all.

From the article on "Giants and Dwarfs, by W. A. Seaver, we make the following ex-

In 1718 a French academician named Henrion avored to show a great decrease in the height of men between the periods of the Cre-ation and the Christian Era. Adam, he says, was 123 feet 9 inches high; Eve, 118 feet 9 inches; Noah, 37 feet; Abraham, 20 feet; Moses, 13 feet. The allegation about Adam is moderate compared with that made by early Rabbinical writers, who affirm that his head overtopped the atmosphere, and that he touched the Arctic Pole with one hand and the Antarctic with the other. Traditionary memorials of the primeval giants still exist in Patestine in the form of graves of enormous dimensions; as the grave of Abel, near

Damascus, which is 30 feet long; that of Seth, about the same size; and that of Noah, in Lebanon, which is 70 yards in length!

Pliny says that by an earthquake in Crete a mountain was opened, and in it was discovered a skeleton standing upright, 46 cubits long, which was supposed to be that of Orion or Otus. The same author relates that in the time of Claudins Caesar there was a man, named Gabbaras, brought by that Emperor from Arabia to Rome, who was 9 feet 4 inches high, "the tallest man that has been seen in our times." But this giant was not so tall as Posio and Secundilla, in the reign of Augustus Cæsar, whose bodies were preserved as curiosities in a museum in the Sallustian Gardens, and each of whom measured in ength 10 feet 3 inches.

The Emperor Maximus (very much of a man) was 9 feet high, and was in the habit of using his wife's bracelet for a thumb ring. His shoe was a foot longer than that of any other man, and his strength so great that he could draw a carriage which two oxen could not move. He generally ate forty pounds' weight of flesh, and drank six gallous of wine every day. Not at all a desirable or profitable guest for the "St. Nicholas," even at the current price of board; though not so tall as one of whom Joseph tells, viz.:—Eleazar, a Jew, who was one of the hostages whom the King of Persia sent to Rome after a peace. This giant was over ten feet high. But these are pigmies comdared with him of whom Kircher writes (though this is what a Yankee philosopher would denominate a whopper). The skeleton of this glant was dug out of a stone sepulchre near Rome in the reign of the Emperor Henry II, and which, by an inscription attached to it, was known to be that of Pallas, who was slain by Turnus, and was higher than the walls of the city! The same author tells us that another skeleton was found near Palermo that must have belouged to a man

400 feet high. In times more modern (1613), some masons digging near the rains of a castle in Dauphine, in a field which by tradition had long been called "The Giant's Field," at the depth of 18 feet discovered a brick tomb 80 feet long, 12 feet wide, and 8 feet high, on which was a grey stone ith the words "Theutobochus Rex" cut thereon. When the tomb was opened they found a human skeleton entire 25% feet long, 10 feet wide across the shoulders, and 5 feet deap from the breast to the back. His teeth were about the size of an ox's foot, and his shin-bone measured 4 feet in

Plot, in his "Oxfordshire," 1676, says that a skeleton 17 feet high was then to be seen in the town hall th Lucerne. It had been found under an oak in Willisau, near the village of Reyden He instances numerous gigantic bones which had been dug up in England, and adds:—"It remains that (notwithstanding their extravagant magnitude) they must have been the bones of nen or women; nor does anything hinder but they may have been so, provided it be clearly made out that there have been men and women of proportionable stature in all ages of the world, own even to our own days

Old Cotton Mather held the belief that there ead been in the antediluvian world men of very prodigious stature, in consequence of the findng of bones and teeth of great size, which he adged to be human, in Albany. He describes one particular grinder weighing 4% pounds, and a broad, flat, fore-tooth four fingers in breadth; also a bone, supposed to be a thigh-bone, 17 feet long, which, with the others, crumbled to pieces as soon as it was exposed to the air.

The "Drawer" gives this anecdote of a "Model M. D.:"-

I had just finished my supper, and was enjoying my cigar on the deck, when I heard a man eclaiming, in a loud voice, to two or three attentive listeners (but evidently intended for "whoever it might concern" at the same time) on Pathology. Being, as it were, thus invited, I also became a listener to something like the following:-

"There it is now! Well, some people talk about seated fevers. I don't know anything about seated fevers: there ain't no sich thing as seated fever. A 'sketer bite is a seated fever cure the bite, and the fever quits you quick enough. Jes' so with a bile—the same thing. There ain't no such thing, I tell ye, as a seated fever. Fact is, and you can't rub it out, your regular doctor prac-tizes according to books; now I practize accordin to common-sense. Take a case now: There was Dr. Rugg, of our village, the very Samson of the Materier Medi Wa'al, he treats fever according to the books. What's the consequence? I get all the patients! He met me one day, and says he to me, says he, 'How is it that you git all the fever cases?' I told him exactly how it was; and it

"Well, doctor," interrupted one of the listeners, "How do you treat levers;" Well, there it is, you see! You ask me how I treat fevers. If you'd ha' asked me when l first commenced practizing, I could ha' told you -can't tell you now. I treat cases zacly as I find 'em—according, as said afore, to common sense. And there it is! Now there was Mrs. Scuttle; she was taken sick. All the folks said she had the consumption; hadn't the consump tion more'n you've got it (singling out a burly listener who weighed some two hundred and fifty or three hundred); had two doctors at her at once: didn't do her a single mossel o' good Wa'al, they sent for me; and as I went into the house I see a lot of tanzy and a flock of chickens by the door. Felt her pulse. Says I-and she'll never forget it till her dying day does comesays I, 'You aint no more got the consumption than I've got—not a bit.' And there 'twas, you

In two weeks I cured her.' "Well, but Doctor, how did you cure her?"
"There it is again! I told you I see a lot of
tanzy and a flock of chickens growing at the door. I gin her some of the tanzy and fresh laid egg-brought her right up! It's kill or cure with me. Fact is, gentlemen," continued the "I call myself an officer. My saddle bags is my soldiers, my disease my inimy, I rush at him, and 'ther he or me has got to conquer! I never give in."

Ramie ramifies encouragingly in Texas.

-Every family in Dardanelle, Arkansas, has the -A pig with two human hands is the latest mons -Covington, Kentucky, uses and likes gasoline fo

its street lamps. -Artillery is used to bring down quartz in Nevada

-Chicago letter-carriers are allowed to sell postage -Petrified moss is manufactured to order at Franconia, Minnesota,

—Texas is rejoicing in ripe apples and spontaneous -In 1820 there were only 365 tons of coal marketed in Pennsylvania.

 Over six hundred ladies petition against liquor licensing in Rochford, Illinois. —A Virginia Yankes aspires to the Lieutenant-Governorship of the Old Dominion.

 A Chicago undertaker advertises a white hearse, 'attractive, not to say inviting." -The new French Atlantic cable is 2752 miles or 400 more than its predecessors,

-Muscatine, Iowa, has five hundred marriageable young ladies, and had only nine weddings in May. —Chicago proposes another and bigger Peace Ju-bilee in 1870—after the war with England. ...The Chicago Post proposes an infusion of carpet-tacks as a cure for chewers of tobacco.

-The century plant in Rochester is now over twelve feet high, and shows its blossom buds. —A cargo of oranges from Tahiti for the Chicago market has been received at San Francisco.

The ice manufactured in New Orleans stands exposure to the sun longer than the natural article. —Mrs. Bloomer has resumed petticoats since her susband has been made Mayor. She now obeys the

-Miss Mary Gray, of Georgia has had the bodies of 1500 Confederate soldiers collected and decently —Baron Stoeckl, whose wife is from Springfield, Mass., has been decorated and pensioned by the Russian Government.

RAILROAD L NES.

DEATING RAILROAD - GREAT TRUNK INTERIOR OF PENNSYLVANIA, THE SCHUYI KILL, SUSQUEHANNA. JUMBER-LAND, AND WYOMING VALLEYS, NORTH, NORTHWEST, AND THE CANADAS.

SPRING ARRANGEMENT OF PASSENGER
TRAINS, APRIL 12, 1899.
Leaving the Company's Depot at Thirteenth and
Callowhill streets, Philadelphia, at the following

MORNING ACCOMMODATION. At 730 A.M. for Reading and all intermediate stations and Alientown. Returning, leaves Reading at 6:30 P.M.; arrives in Patladelphia at 8:15 MORNING EXPRESS.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Potteville, Pinegrove, Tamaqua, Subbury, Williamsport, Elmira, Rochester, Ningara Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allyntown, etc. and the S.15 A. M. train connects with the etc., and the 8-16 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Ostawissa Railroad trains

for Williamsport, Lock Haves, Elmira, etc.; at HARRISBURG with Northern Central, Camber-land Valley, and Schuylkill and Susquehauna trains for Northumberland, Williamsport, York, Chambersburg, Plaegrove, etc.
Ar FERNOON EXPRESS,
Leaves Philadelphia at 3 30 r. al. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for colum-

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 625 A. M., stopping at in-termediate stations; arrives in Philadelphia at 8 40 A. M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M. READING ACCOMMODATION.

Leaves Heading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 10-15 Returning, leaves Philadelphia at 5:15 P. M.: arrives in Reading at 800 P. M.
Trains for Philadelphia leave Harrisburg at 8:10
A. M., and Pottsville at 8:46 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 8:05 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.
Harrisburg Accommodation Leaves Reading at M. Harrisburg Accommodation leaves Reading at 7-15 A. M., and Harrisburg at 4-10 P. M. Connecting at Reading with Afternbon Accommodation south at 6-30 P. M., arriving in Philadelphia at 9-15 P. M.

P. M.
Market train, with a passenger car attached, leaves Philadelphia at 1245 noon, for Pottsvide and all way stations; leaves Pottsvide at 7:30 A.M. for Philadelphia and all way stations All the above trains run daily, Sundays ex-

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8 15 P. M. Leaves Philadelphia for keading at 8 A. M.; returning from Reading at

4-26 P. M. CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45 and 4:30 P. M. trains from Philadelphia, Returning from Downingtown at 6:10 A. M., 1:00 and 5:45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M. and 4:30 P. M. trains for Philadelphia, returning from Skippack at 8:15 A. M., and 1:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 5 and 8 P. M., passing Reading at 1:05 A. M., and 1:50 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

mira, Baltimore, etc.
Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 A. M., and 10:50 P. M., passing Reading at 5:44 and 7:31 A. M., and 12:50 P. M., and arriving at New York at 11 A. M. and 12:30 and 5:00 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without

change.

A Mail Train for New York leaves Harrisburg at 8:10 A. M., and 2:05 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:45 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILBOAD.

Trains leave Auburn at 7:55 A. M. for Pinegrove and Harrisburg, and at 12:15 noon for Pinegrove and Tremont, returning from Harrisburg at 3:30 P. M., and from Tremont at 7:40 A. M. and 5:35

P. M., and from Tremont at 7:40 A. M. and 5:35 TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading

and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Frains, at Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth treat Philadelphia, or of G. A. Nichola General

treet, Philadelphia, or of G. A. Nichols, General Superintendent, Reading.
COMMUTATION TICKETS.

At 25 per cent discount, between any points desired, for families and firms.

MILEAGE TICKETS. Good for 2000 miles, between all points, at \$52 50 each, for families and firms. SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets

MAILS Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the

principal stations only at 2.15 P FREIGHT TRAINS.

Leave Philadelphia daily at 4:35 A. M., 12:45 noon, 3 and 6 P. M., for Reading, Lebanon, Har-

risburg, Pottsville, Port Clinton, and all points beyond. BAGGAGE. Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

NORTH PENNSYLVANIA RAILROAD.—
FOR BETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARKE, MAHANOY CITY, MOUNT

ARMEL, PITTSTON, TUNKHANNOCK, AND SUMMER ARRANGEMENTS.
Passenger Trains leave the Depot, corner of
BFRKS and AMERICAN Streets, daily (Sundays

At 745 A. M. (Express) for Beihlehem, Allentown, Plauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkbarnock At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston

Scranton, and New Jersey Central and Morris and Essex Railroads.

At 145 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Ha-

At 5°00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8°45 A. M., 2°45 and 4°15 P. M.

For Fort Washington at 6°45 and 4°45 A. M., and For Abington at 1-15, 3-15, 5-20, and 8 P. M. For Lansdale at 0-20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Fassenger Railways run to be new Depos

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9-90 A. M., 2-10, 4-45, and 8-25 From Doylestown at 8.25 A. M., 4.55 and 7.05 P. M. From Lansdale at 7.30 A. M. From Fort Washington at 9.20, 10.35 A. M., and

From Abington at 2.35, 4.35, 6.45, and 9.35 P. M.

Mass., has been decorated and pensioned by the Russian Government.

The Princess de la Tour d'Anvergne has her burialplace all fixed at Jerusalem, and has just seen her monument finished.

—Large numbers of singing birds carried to Dresden and Vienna for sale have been set free by the authorities.

—The metal for the new statue of Palmerston was obtained by melting down that of Sir Robert Pect.

Such is life.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at Mann's North Peansylvania Baggage Expression of the peansylvania Baggage Baggage

RAILROAD LINES

1869. FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

At 6:30 A. M., via Camden and Amboy Accom. \$2:25 At 8 A. M., via Cam. and Jersey City Ex. Mail 3:00 At 2 P. M., via Cam. and Jersey City Ex. Mail 3:00 At 6 P. M., via Cam. and Jersey City Ex. Mail 3:00 At 6 P. M., for Amboy and Intermediate stations. At 6:30 and 8 A. M. and 2:00 P. M. for Freehold. At 2 P. M., for Long Branch and points on R. and D. B. R. R.

D. B. R. R.
At 8 and 10 A. M., 2, 3:30, and 4:30 P. M. for Trenton.
At 6:30, 8, and 10 A. M., 1, 2, 3:30, 4:30, 6, and 11:30
P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 1, 3:30, 4:30, 6, and 11:30 P.
M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
The 1 and 11:30 P. M. Lines leave from Market Street Forry (upper side).

PROW RENSINGTON DEPOT.
At 11 A. M., vis Keusington and Jersey Olty, New York Express Line. Fare, \$3.
At 7:30 and 11 A. M., 2:30, 3:30 and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. and 6 P. M. for Bristol. At 7-30 and 11 A. M., 2-30, and 5 P. M. for Morris-

At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.
At 7:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Corawell's, Torresdale, Holmesburg, Tacozy, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.
FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway.

At 9-30 A. M., 1-20, 4, 6-15, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3-25. At 11-30 P. M., Emigrant Line. Fare, \$2. At 9-30 A. M., 1-20, 4, 6-45, and 12 P. M., for Trenton.

ton.
At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES,

FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Blughamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M. for Lambertville and intermediate Stations. CAMDEN AND BURLINGTON COUNTY AND

PEMBERTON AND HIGHTSTOWN RAIL-FROM MARKET STREET PERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., for Merchantville, Meorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 7 A. M., 1. and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Oream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.
11 10
WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. TIME TABLE.
On and after MONDAY, May 3, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 903, 10, 11, 12 A. M., 2, 3/4, 3/4, 4, 435, 506, 5/4, 6, 6/4, 7, 8, 9, 10, 11, 12

Leave Germantown at 6, 7, 7½, 8, 8, 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¾, 5, 6½, 6, 0½, 7, 8, 9, 10, 11 P. M. The 8 20 down train and 3¼ and 5¼ up trains will not stop on the Germantown Branch. ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 034 P. M. Leave Germantown at 8:15 A. M., 1, 3, 6, and 934

P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 3-40, 5-40, 6-40, 8-40, and 10-40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9-15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and 9-25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7%, 9, and 11-05 A. M., 1.

Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 13, 3, 4%, 5, 5%, 6%, 8 05, 10 05, and 11 % P. M. Leave Norristown at 5 40, 6%, 7, 7%, 9, and 11 A. M., 13, 3, 4%, 6%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS Leave Philadelphia at 9 A. M., 21/2, 4, and 71/4

P. M.
Leave Norristown at 7 A. M., 1, 5½, and 0 P. M. FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11 05 A. M., 1½, 3, 4½, 5, 5½, 6½, 8 05, 16 05, and 11½ P. M. Leave Manayunk at 5 10, 7, 7½, 8 10, 9½, and 11½ A. M., 2 3½, 5, 6½, 8 30, and 10 P. M. The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M. leave Manayank at 7½ A. M., 1½, 6, and 9½ P. M.

W. S. WILSON, General Superintendent, Depet, NINTH and GREEN Streets.

WEST CHESTER AND PHILADELPHIA
RAILROAD.—SUMMER ARRANGEMENT.—
On and after MONDAY, April 12, 1889, Trains will
leave as follows:—
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7:25 A. M., 9:30 A.

P. M.
Leave West Chester from Depot, en East Mar.
ket street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 10:10
A. M., 1:55 P. M., 4:50 P. M., and 6:45 P.M.
Leave Philadelphia for B. C. Junction and intermediate points at 12:30 P. M. and 5:45 P. M.
Leave B. C. Junction for Philadelphia at 5:30 A. M.
and 1:45 P. M.
Transport for Philadelphia at 5:30 A. M.
Transport for Philadelphia at 5:30 A. M. and 1'45 P. M.

Trains leaving-West Chester at 7'40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4'35 P. M. will stop at B. C. Junction and Media only, Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7'25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4'35 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Market street line run within one square. The

the Market street line run within one square. The cars of both lines connect with each train upon its

ON SUNDAYS. Leave Philadelphia for West Chester at 8:00 A. Leave Philadelphia for B. C. Junction at 7-15 Leave West Chester for Philadelphia at 7.45 A.

Leave B. C. Junction for Philadelphia at 6:00 A. M. WILLIAM C. WHEELER, General Superintendent. PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT. THE GREAT OIL REGION OF PENNSYL

Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 26, 1869, the trains on the Philadelphia and Eric Railroad will run as

follows:— WESTWARD,

MAIL TRAIN leaves Philadelphia. . 10.48 P. M.
Williamsport 8:15 A. M.
Prin 930 P. M. arrives at Erie . 9:30 P.
ERIE EXPRESS leaves Philadelphia . 11:50 A.
Williamsport . 8:50 P.
10:00 A. " Williamsport . 8-50 P. M.
arrives at Erie . . 10-00 A. M.
ELMIRA MAIL leaves Philadelphia . 8-00 A. M.
" Williamsport . 6-30 P. M.
arrives at Lockhaven . 7-45 P. M. EASTWARD.

Mail and Express connect with Oil Oreck and Allegheny River Railroad.

Baggage checked through.

ALFRED L. TYLER,

General Superintendent.

WEST JERSEY RAILROAD LINES .-For Cape May, Millville, Vineland, and inter-mediate stations below Glassboro, at 8 00 A. M. and 3:16 P. M.
For Bridgeton, Salem, and all way stations, at 8:08 A. M. and 3:30 P. M.
For Woodbury and Glassboro, at 8:00 A. M., 3:30 and 6 P. M.

Freight train leaves Camden daily at 12 noon. Freight received at first covered wharf below Walnut street. Walnut street.
Freight delivered to No. 228 S. Delaware avenue.
6 11 WM. J. SEWELL, Superintendent.

RAILROAD LINES. DHILADELPHIA, WILMINGTON, AND BAL-11MORE RAILROAD TIME TA-BLE Communicing MONDAY, May 10, 1862.— Trains will leave Depot corner Broad street and Washington avenue as follows:—

Washington avenue as follows:—
Way Mail Train at \$30 A M (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Whimington for Orisfield and intermediate stations

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Ferryvitie, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 40e P. M. (Sundays excepted), for Baltimore and Washington, stopping at Onester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elaton, North Cast.

ter, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elaton, North sast, Charlestown, Ferryville, Havre-de-Grace, Abar-deen, Perryman's, Edgewood, Magnolia, Chase's, and Stempar's Rus. and Stemmer's Run.
Nigut Express at 11:30 P. M. (daily), for Balti-

more and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnelia.

Fassenwers for Fortress Monroe and Morfolk will take the 12-00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington
Leave Philadelphia at 11 00 A. M., 2 30, 5 00, and 7 00 P. M. The 5 00 P. M. Train connects with Delaware Railroad for Harrington and intermediate Stations. late Stations. Leave Wilmington 6 30 and 8:10 A. M., 1 30, 4 15, Leave Wilmington 6.30 and 8:10 A. M., 1.30, 4.15, and 7:80 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7 25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.
Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.
Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M., and 4 30 P. M.
The 700 A. M. Train will stop at all stations between Philadelphia and Lamokin.
A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 100 P. M., running to Oxford.
Leave Port Deposit for Philadelphia (Sundays excepted) at 5 40 A. M., 9 25 A. M., and 4 20 P. M.
Trains leaving Wilmington at 6 30 A. M. and 4 15 P. M. will connect at Lamokin Junction with the 700 A. M., and 4 30 P. M. trains for Baltimore Central Railroad. trai Railread.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 528 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during it eday. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. trai Railroad.

Company.

H. F. KENNEY, Superintendent. DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call or and deliver baggage at the depot. Orders left t No. 901 Chesnut street, or No. 116 Market street,

will receive attention. TRAINS LEAVE DEPOT, VIZ.:—

Mail Train
Paoli Accommodat'n, 10:30 A. M., 1:10 and 7:00 P. M.,
Fast Line
Fire Express
11:50 A. M.,
Harrisburg Accommodation
12:30 P. M.,
Lancaster Accommodation
12:30 P. M. aneaster Accommodation arkesburg Train inclinati Express Cincinnati Express . . . 8:00 P. M. Eric Mall and Pittsburg Express . . 10:30 P. M.

Philadelphia Express, 12 night.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 Fhiladelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered, by 5 P. M., at No. 116

TRAINS ARRIVE AT DEPOT, VIZ.:-Fast Line
Parkesburg Train
Lancaster Train
Erie Express
Day Express Day Express
Southern Express
Harrisburg Accommodation
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE.

SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not

assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS, 4 29 General Superintendent, Altoona, Pa.

FOR CAPE MAY, VIA WEST JERSEY
RAHLBOAD.—
Commencing MONDAY, June 14, 1869.
LEAVE PHILADELPHIA, foot of Market street.
800 A. M., morning mail, due at 12:13 M. 3-15 P. M., passenger, due at 7-20 P. M.

LEAVE UAPE MAY.

6-60A. M., merning mail, due at 10-07 A. M.

1-00 P. M., passenger, due at 5-37 P. M.

Commutation Tickets good for three or twelve months, can be procured of the Treasurer at Uamden. N. f.

Coupon and Excursion Tickets for sale at Ticket Offices, No. 826 Chesnut street, and foot of Market

SUNDAY MAIL TRAIN.

Leaves Philadelphia at 7-15 A. M., returning leave Cape May at 5-10 P. M. Fare for excursion,

CAMDEN AND ATLANTIC RAILROAD. SUNDAY TRAINS FOR THE SEASHORE. On and after SUNDAY next, June 6, the Mail Train for ATLANTIC CITY

THE ADAMS EXPRESS COMPANY, OFFICE No. 220 CHESNUT Street, forwards Parcels, Pack-ages, Merchandise, Bank Notes, and Specie, either by its own lages or in connection with other Express Companies, to all the principal towns and cities in the United Stat JOHN BINGHAM,

WOODLANDS CEMETERY COMPANY.—
The following Managers and Officers have been elected for the year, 1998.—
William H. Moore, Samuel S. Moore, Gillnes Dallett, George L. Buxby, Edwin Creble, B. A. Knight. William H. Moore,
Samuel S. Moore,
Samuel S. Moore,
Gillies Dallett,
Edwin Greble,
Sectorary and Treasurer, JOSEPH B. TOWNSEND.
The Managers have passed a resolution requiring both
Lat-holders and Visitors to present tickets at the entrance
for advaisation to the Cometery. Tickets may be had at the
Office of the Company, No. 513 ARCH Street, or of anyof
the Managers.

C O R N E X C H A N G E

BAG MANUFACTORY,
JOHN T. BALLEY,
N. E. corner of MARKET and WATER Streets,
Philadelphia DEALER IN BAGS AND BAGGING
Of every description, for
Grain, Flour, Salt, Super-Phosphate of Lime, BeneLarge and small GUNNY BAGS constantly on hand,
2 23
Also, WOOL SAUKS.

RODGERS' AND WOSTENHOLM'S POCKET KNIVES, Pearl and Stag Handles, of heautiful finish. RODGERS' and WADE 4 BUTCHER'S RAZORS, and the celebrated LECOLTHE RAZOR SAISSORS of the finest quality.

Rators, Knivea Soissors, and Table Cutlery Ground and Rators, Knivea Soissors, No. 115 S. TENTH Street, below Chosnut.

AUO TION SALES. M. THOMAS & SONS, NOS. 189 AND 141.

Extegant Fosewood watered. Chevent Hill.

KLEGANT FOSEWOOD WALNUT AND OAK PARlor, Dining Room, and Chamber Furniture: Montwood
Piana-forte, Verr Large Mirror, Handsome Veivet,
Bruseels, and Other Carpetts; Very line Hair and Spoore
Mattreases, China, Chandollura, etc.
On Fridey Morning,
Jane 25, at 11 o'clock, by catalogue, at the late residence
of Rebert H. Gratz, Esq., the entire bousehold furniture,
comprising elegant reseaved parker furniture, reseawed from
French plate mirror, handsome walnut chandler and oak
cloning room furniture; handsome welvet, Bruisels, and
other carpets; very fine basicand sponga mattresses, broase
chandellers, china, Etchen utensils, etc.
Also, a grantity of garden implements, etc.
May be examined on the sproning of sale at 8 o'clock,
Cars leave Ninth and Green at 6, 8, 12, and 12 o'clock
A. M.

BUNTING, DURBOROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co.

CLOSING SALE OF CARPETINGS, CANTON MAT-TINGS, GIL-GLEPPES, ETC.

On Friday Morning.

June 25, at 11 c'alock, on four menth's credit, about 200 pieces ingrain, Venezian, list, hemp, cottace, and rag carpetings, 100 rolls Canton mattings, oil civils. etc. etc. OLOSING SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning, June 28, at 10 o'clock, on four manules' credit. 523 4

CLOSING SALE OF 1500 CASES BOOTS, SHORS, HATS, CAPS, STRAW GOODS, ETC.

June 29, at 10 o'clock, ou four months' credit. 62254 THOMAS BIRCH & SON, AUCTIONEERS

AND COMMISSION MERCHANTS, No. 1116 OHESNUT Street; rear entrance No. 1107 Sansom St. Sale at the Auction Store, No. 1116 Chosout street, HANDSOME WALNUT PARLOR, CHAMBER, DINING ROOM AND LIBRARY FURNITURE.

Plane-Fortes, French Plate Mantel and Pier Glasses, Sideboards, Wardrobes, Bookossen, Chairs of various kinds, Bronze Glocks, Spring and Hair Mattreases, Refrigerators, Wines, Window Shadon, Ernssels and Other Carpets, Large Show Cases and Counters, Kitchen Furniture, etc.

niture, etc.

On Friday Morning.

At 9 o'clock, at the Auction Store, No. 1110
Chesnut street, will be sold a large assortment of superior furniture, including elegant parlor suits in his walnut chamber suits, walnut sidebearis, with marble tops, wardrobes, extension dining tables, secretaries and bookcases, marble-top tables, lounges, cane-seat chairs, French plate mantel and pier glasses, carpets, toilet sets: china, glass, and plated ware; refrigerators, kitchen forniture, etc.

PIANO FORTES-1 resewood and 2 mahogany pianoortes.
COUNTERS, SHOW-CASE, ETC.—Also, 2 counters, 2 large counter show-cases, and lot of stationery.
CHAMPAGNE, ETC.—7 cases imperial and 11 cases of cabinet champagne; 18 cases Sherry wine; California wine, etc. MOCKING-BIRD—One very superior male mocking-bird.

BSCOTT'S ART GALLERY, No. 1026 CHESNUT

SPECIAL SALE OF BEST QUALITY EXTRA.
TRIPLE SHIVER PLATED WARK.
On Friday Morning.
25th instant, at 10% o'dick, at Scott's Art Gallery,
No. 1020 Chesnut street, will be sold, without reserve, a
full and general assortment of best quality extra triple
alver plated wars, comprising tas sets, coffee urns, water
and ice pitchers, trays, custors, goblets, tea bells, etc. 15 C. D. McCLEES & CO., AUCTIONEERS,

SALE OF 1500 CASES BOOTS, SHOES, AND BRO-GANS.
On Monday Morning,
June 28, at 10 o'clock, including a large line of city-made N P.—Sale every Monday and Thursday.

MARTIN BROTHERS, AUCTIONEERS.
No. 529 CHESNUT Street, rear entrance from Minor HENRY P. WOLBERT, AUCTIONEER, No.

L IPPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street. K EENAN, SON & CO., AUCTIONEERS, NO

PROPOSALS.

CUSTOM HOUSE, PHILADELPHIA COLLECTOR'S OFFICE, June 9, 1869. Sealed Proposals will be received at this office, until the twenty-eighth day of June, for the supply of RATIONS for the petty officers and seamen of the United States Revenue Cutters on this station, for the term of one year from the first day of July next. The Rations to be of good and wholesome quality, articles comprising the Rations to be delivered or board the vessels in good and sufficient casks and

vessels, to be provided by the contractors, and the contents distinctly marked on each. It is to be understood that the contractor will be bound to furnish upon reasonable notice, as often as may be required by the captain of the vessel, with the approbation of the Collector (not exceeding upon an average one day in each week) such fresh meat and veg tables as may be equivalent to the corresponding parts of the ration allowed in the naval service.

Specifications will be furnished at this office. HENRY D. MOORE, PATENTS.

OFFICE FOR PROCURING PATENTS. FORREST BUILDINGS, NO. 119 S. FOURTH STREET, PHILA.,

And Marble Buildings, No. 460 SEVENTH Street, opposite U. S. Patent Office, Washington, D. C.

H. HOWSON, Solicitor of Patents.

C. HOWSON,

Attorney at Law. Communications to be addressed to the Principal Office, Philadelphia. 611m

PATENT OFFICES, N. W. Corner FOURTH and CHESNUT,

(Entrance on FOURTH Street). FRANCIS D. PASTORIUS,

Patents procured for inventions in the United States and Foreign Countries, and all business relating to the same promptly transacted. Call or send for circulars on Patents. Open till 9 o'clock every evening. 2 6 smth\$

PATENT OFFICE. PATENTS PROCURED IN THE UNITED STATES

Inventors wishing to take out Letters Patent for New Inventions are advised to consult with C. H. EVANS, N. W. corner FOURTH and WALNUT Streets, Philadelphia, whose facilities for prosecuting cases before the Patent Office are unsurpassed by any other agency. Circulars containing full informa-tion to inventors can be had on application. Models made secretiv.

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C. H. EVANS,

(FRENCH LLOYDS).

INTERNATIONAL REGISTER FOR CLASSIFICATION OF VESSELS.

THE REGISTER VERTPAS, containing the Classification of Vennels surveyed in the Continental, British and American ports, for the year 1869, is FOR SALE by the Agents in New York.

ALF MERIAN & OO.,

126 No. 49 EXCHANGE PLACE.

DHILOSOPHY OF MARRIAGE PHILOSOPHY OF MAKKIAGE.

A New Course of Lectures, as delivered at the New York Museum of Anatomy, embracing the subjects.

How to Live, and What to Live for; Youth, Maturity, and Old Age! Manhood Generally Beriewed; The Chase of Indige tion, Flatulence and Nervous Diseases Accounted for! Marriago Philosophically Considered, etc. Ste. Pocket volumes containing these Lectures will be farwarded, port-paid, on receipt of 25 cents, by addressing W. A. LEARY, JR., S. E. corney of FIFTH and WALNUT Streets, Philadelphia.